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IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

APPLICANT

JOHN KOLLAR

SERIAL NO.

08/567,564

FILED

: DECEMBER 5, 1995

FOR

PREPARATION OF DIALKYL PEROXIDES

ART UNIT

1204

EXAMINER

PORFIRIO NAZARIO-GONZALES

CERTIFICATE OF MAILING UNDER 37 CFR 1.8

I hereby certify that this correspondence is being deposited with the United States Postal Service as Express Mail in an envelope addressed to COMMISSIONER OF PATENTS, Washington, D.C. 20231 on Jan 1997.

John Kollar
(Name of Registered Rep.)

(Signature and Date)

PETITION TO MAKE SPECIAL FOR ADVANCEMENT OF EXAMINATION

Under 37 C.F.R. \$1.102(C)

June 19, 1998

RECEIVED

Commissioner for Patents Washington, D.C. 20231

Sir:

Applicant petitions the Commissioner for Patents to make special the above identified interference provoking application and Appeal to the Board of Patents and Interferences in accordance with the provisions of 37 C.F.R.§1.102(c) and in accordance with the "special dispatch" provision of 37 CFR §1.607(b).

Applicant's invention can materially enhance the quality of the environment and contribute to the development and conservation of energy sources as required for consideration to be made special under 37 C.F.R.§1.102(c).

Applicants invention provides an efficient low cost method of production for di-t-butyl peroxide (DtBP), for use as an ultra high cetane blending oxygenate for creating clean burning diesel fuel. Patents requires novelty and utility but fuel use demands the even more difficultly attainable low cost availability. Diesel engines have desirable mechanical characteristics, albeit with very undesirable environmental emissions characteristics which include particulates, NOX, SOX, PNB's (polynuclear benzenes) etc. The volume of diesel consumption in the United States is near 2 million barrels per day.

The low cost of production of DtBP made possible by applicants invention of 35 to 65 cents per gallon opens up a huge amount of clean burn diesel fuel options. Many of the low cost diesel fuel options are of poor cetane quality and require a high cetane igniter, of which there are but two classes, nitrates and peroxides. Nitrates are and have been available at high cost in sufficient volume but are themselves the source of NOX. Further nitrates deteriorate in diesel fuel during storage, posing logistics problems. DtBP does not possess these negatives and for cetane enhancing properties DtBP is lower cost and therefore more practical in the long term.

DtBP can improve the clean burn characteristics of every diesel fuel from the currently used diesel fuels to virtually any conceivable blend/s including the cleanest burners such as methanol based diesel fuels. The cleanest burners such as methanol/blend are the lowest in cetane number and do not combust well in diesel engines without cetane improvers.

DtBP as an oxygenated Cetane Improver is to diesel fuel what MtBE, the oxygenated Octane Improver is to gasoline. From an environmental improvement factor DtBP is about 5 to 10 times greater.

DtBP can be used in chemical synthesis of ethylene glycol (EG) from methane, an environmentally friendly base (methane is rich in hydrogen and is the most desirable from an environmental viewpoint whereas coal which is lowest in hydrogen is considered the poorest).

The current production of ethylene glycol is highly inefficient in producing greenhouse gas (carbon dioxide) in an amount equivalent the product.

Taken from appellants brief under 37 CFR §1.192(c)(5)

(5) Summary of applicants invention is the use of solid insoluble heterogeneous acids catalysts to effect the reaction of a hydroperoxide with alkylating alcohols and/or olefins to produce dialkyl peroxides, from which the reaction mixture can be directly and easily removed from the catalyst and used directly or with minimal after processing. The catalyst systems of the invention makes the chemistry facile and efficient, the operation simple and the cost of production very low, thereby creating a low enough cost peroxide source with great potential for low cost commodity chemicals production, diesel fuel use, expanded speciality uses, etc. The invention is described in the above identified application on Page 3 Line 25 through Page 4 Line 16. The most critical features are on Page 4 Lines 3-6.

Applicant respectfully submits this petition to the Commissioner to make special the above identified interference provoking application and Appeal to the Board of Patents and Interferences.

Respectfully submitted,

JOHN KOLLAR Applicant

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